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March 1964

CENTRAL INTELLIGENCE AGENCY
PHOTOGRAPHIC INTELLIGENCE REPORT

SAN ANTONIO DE LOS BANOS AIRFIELD



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INTRODUCTION

The purpose of this report is to provide a detailed, illustrated description of the facilities at San Antonio de los Banos Airfield, Cuba, by making use of the available low-level photography in conjunction with high-altitude photography. Information in this report is current through [REDACTED]

25X1D

LOCATION

San Antonio de los Banos Airfield (Figures 1, 2 and 3) is located in Cuba at 22-52N 082-31W, UTM coordinates 17Q LR 451299 (AMS Series E723, Sheet 3684-I, 3d ed).

The airfield is 10 nautical miles (nm) SE of Guanajay and 18 nm SW of Havana Port. It is enclosed by a perimeter fence and covers approximately 1,690 acres. Adjacent to and NE of the airfield is the town of San Antonio de los Banos.

RUNWAYS

The runway pattern consists of three interconnected concrete surfaces served by concrete taxi and parking areas.

Runway One is oriented NE/SW. The concrete portion of this runway is 7,350 by 150 feet with overruns on both ends. The NE overrun is 770 feet and appears to be composed of

gravel. The SE extension and overrun is 1,540 feet and is constructed in two sections. The 990-foot extension adjacent to the concrete surface is paved with asphalt. The remaining 550 foot overrun is gravel.

The total length of Runway One, including the concrete, asphalt and two gravel surfaces is 9,660 feet. Usable landing surface including the asphalt and concrete sections is 8,340 feet.

Runway Two is 6,910 by 150 feet, oriented NW/SE and is constructed of concrete. An overrun is under construction from the NE end of the runway to the perimeter fence. The area extending from the SE end of this runway has been partially cleared but no overrun has been constructed.

Runway Three is 6,910 by 150 feet, oriented North/South and is constructed of concrete. No construction activity is visible at either end of this runway.

TAXIWAYS AND PARKING FACILITIES

An extensive system of concrete taxiways 70 feet wide and parking facilities serve the three runways. Parking facilities consist of two rectangular concrete aprons located on the South side of Runway One. One apron is 1,100 by 560 feet and the other is 495 by 365 feet (Figure 3).

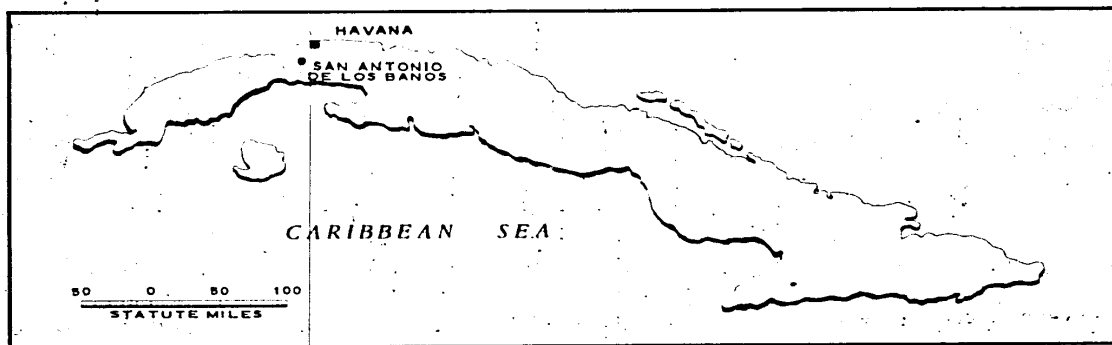


FIGURE 1. LOCATION OF SAN ANTONIO DE LOS BANOS AIRFIELD.

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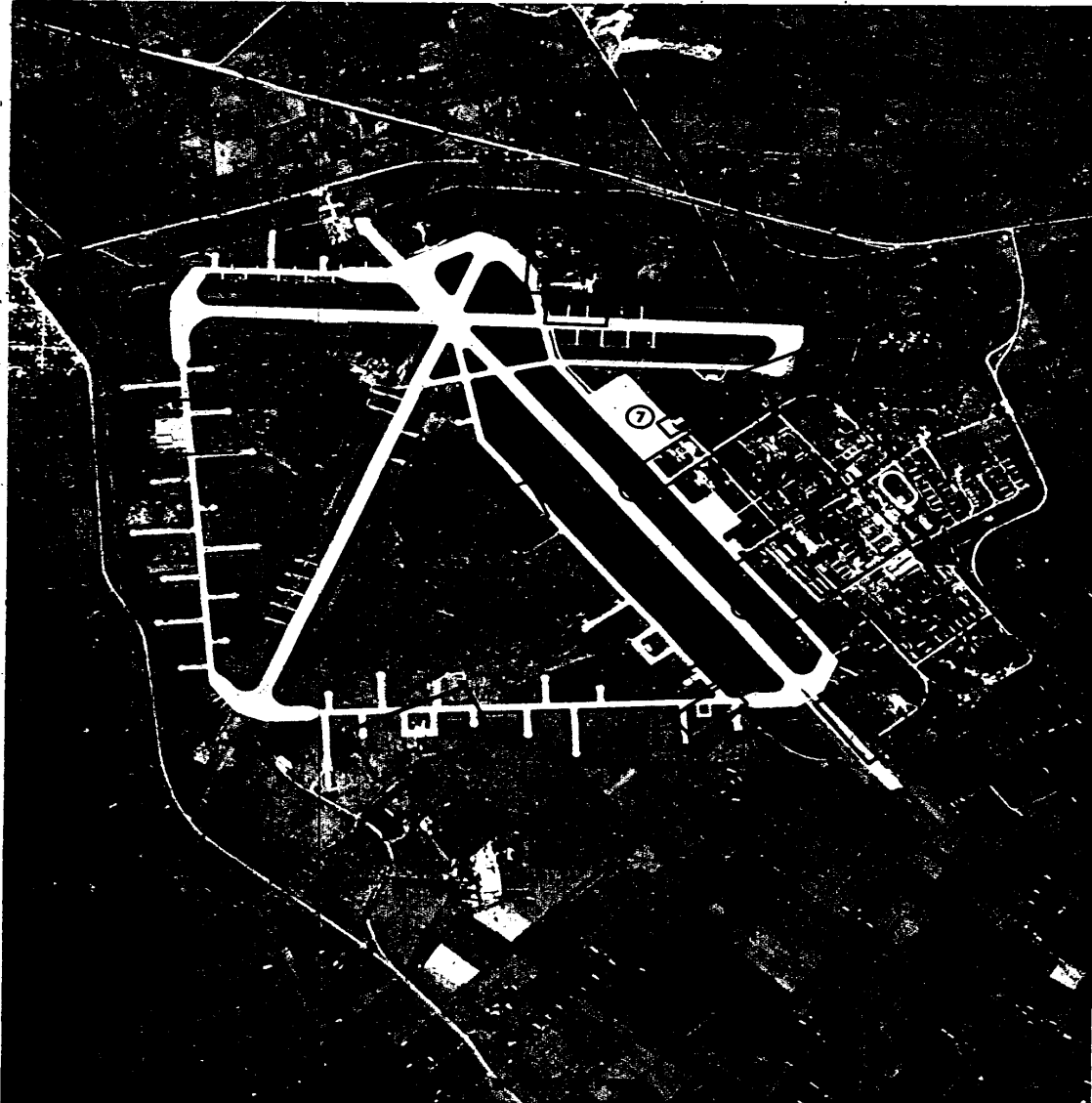


FIGURE 2. SAN ANTONIO DE LOS BAÑOS AIRFIELD

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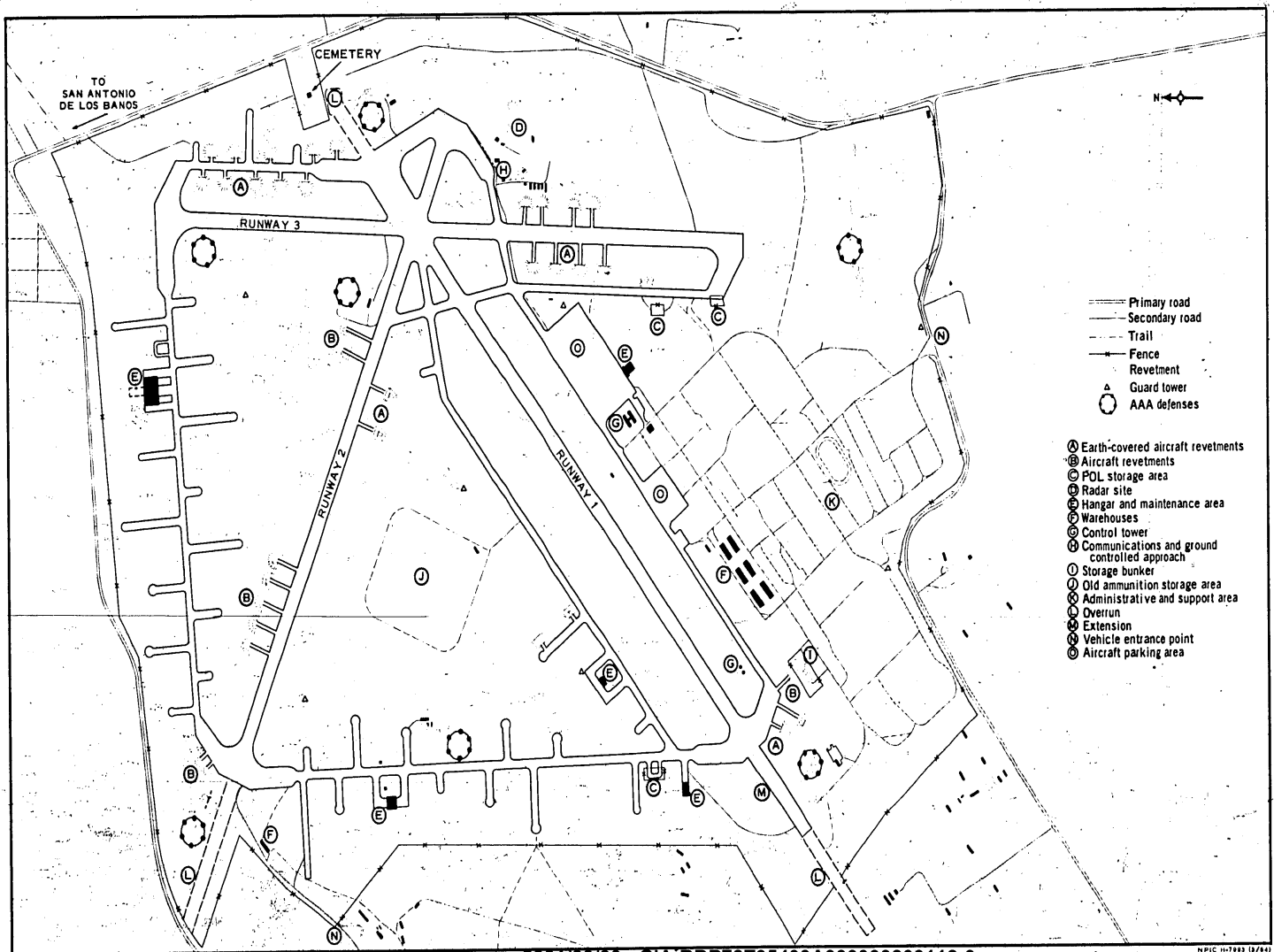
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FIGURE 3. SAN ANTONIO DE LOS BAÑOS AIRFIELD.

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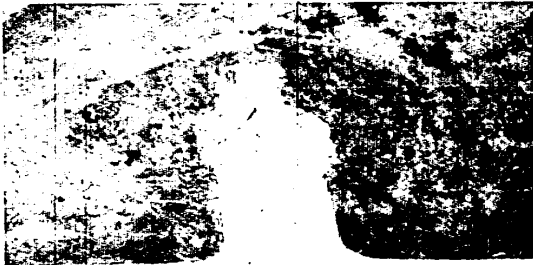


FIGURE 4. HARDSTAND

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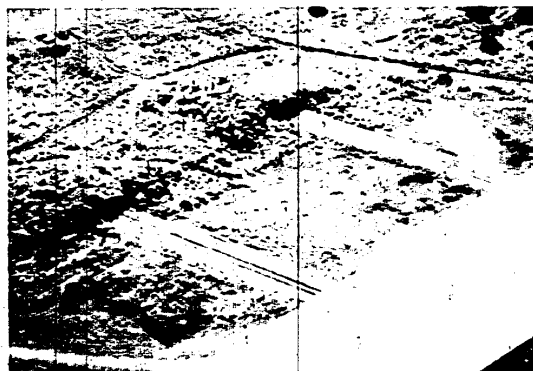


FIGURE 5. COVERED REVETMENTS

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DISPERSAL

The airfield has extensive facilities for dispersal of aircraft. Extending at right angles from the taxiways connecting the three runways and from the taxiways paralleling Runways One and Three are dispersed 29 hardstands (Figure 4). These hardstands are circular concrete pads 100 feet in diameter connected to the taxiway by a concrete apron 70 feet wide and of varying lengths. In addition there are 11 uncovered, 19 covered (Figure 5) and four open-ended covered revetments, for the dispersal of aircraft.



FIGURE 6. CONTROL TOWER

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CONTROL TOWER

The main control tower is located between the two large concrete parking areas on the South side of Runway One and consists of an H-shaped, single-story building with a rectangular tower rising from the NE corner of the building (Figure 6).

An additional small tower is located at the SW end of Runway One. This tower appears to have searchlights mounted on its roof.

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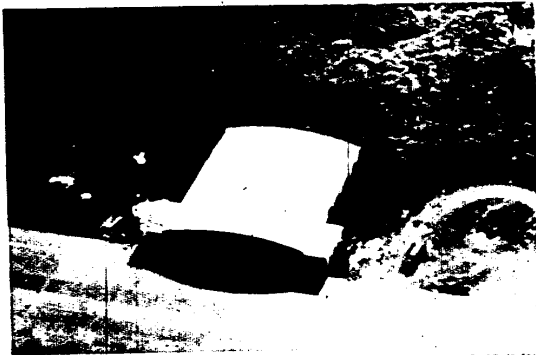


FIGURE 7. CURVED-ROOF HANGAR

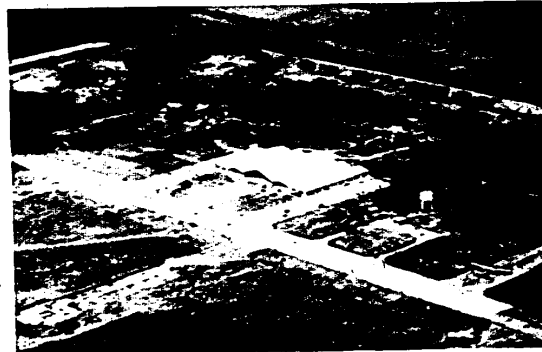


FIGURE 9. M-ROOFED HANGAR

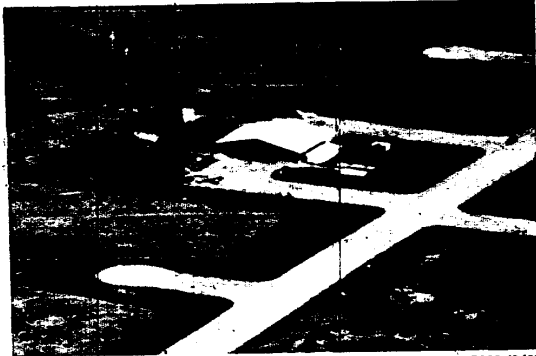


FIGURE 8. PITCHED-ROOF HANGAR



FIGURE 10. PITCHED-ROOF HANGAR/MAINTENANCE BUILDING

HANGARS & MAINTENANCE BUILDINGS

There are four widely-dispersed hangar and maintenance facilities. The large parking area adjacent to the control tower is served by a curved-roof hangar building, 105 by 80 feet (Figure 7). The taxiway connecting the NW and SW ends of Runways One and Two is served by a pitched-roof hangar 140 by 110 feet (Figure 8). Associated with this hangar are three small support sheds. The

taxiway connecting the North end of Runway Three and the NW end of Runway Two is served by an M-roofed hangar and maintenance building 270 by 160 feet (Figure 9). Associated with this facility are two small sheds and a water tower. A pitched-roof hangar/maintenance building, 120 by 65 feet, is located on the North side of the SW end of Runway One, adjacent to the junction of the two taxiways (Figure 10).

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FIGURE 11. REPAIR SHOPS

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ADMINISTRATIVE & SUPPORT AREA

The administrative and support area is located on the South side of Runway One. The area contains a multistory, three-winged administrative building, a barracks area, a motor pool, a vehicle maintenance area and repair shops (Figures 11, 12 and 13.).

STORAGE

POL (Petroleum, oil and lubricants). A pump facility for loading fuel trucks is located along the taxiway extending North from the SW end of Runway One (Figure 14). The facility is fenced and served by a concrete drive-through ramp. Within the fenced area are two small support sheds and four probable underground tanks with access covers. The four small sheds immediately South of the fenced area may also cover underground tanks. Two additional underground POL storage facilities have been constructed along the taxiway at the South end of Runway Three. Both installations are fenced and have drive-through roads (Figure 15).

AMMUNITION. Ammunition storage bunkers are located in two areas. Two small fenced bunkers are located on the North side of Runway One across from the Control Tower (Fig-

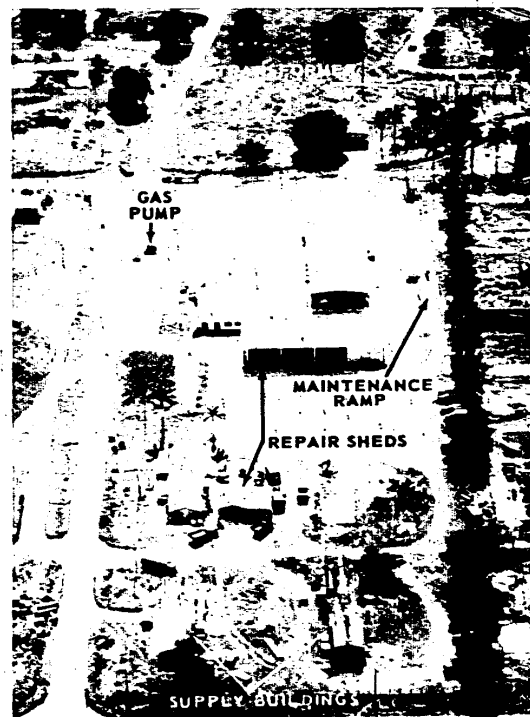


FIGURE 12. MOTOR POOL AND MAINTENANCE AREA

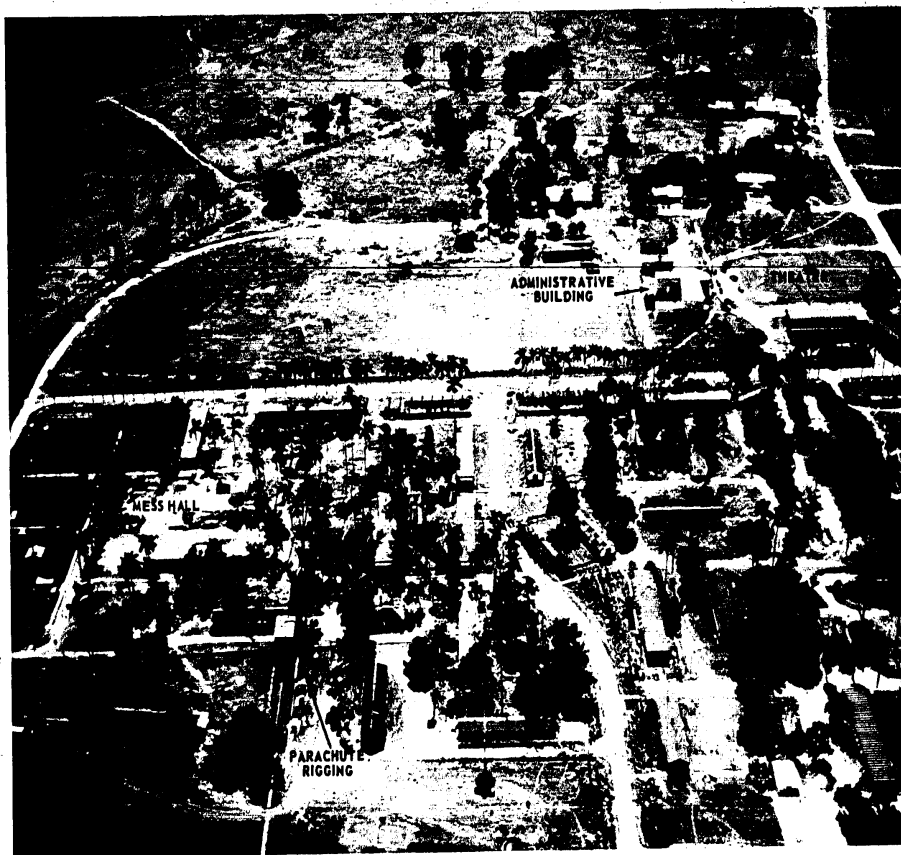
NPIC H-8002 (3/64)

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NPIC H-8008 (S/M)

FIGURE 13. ADMINISTRATIVE BUILDING AND BARRACKS AREA

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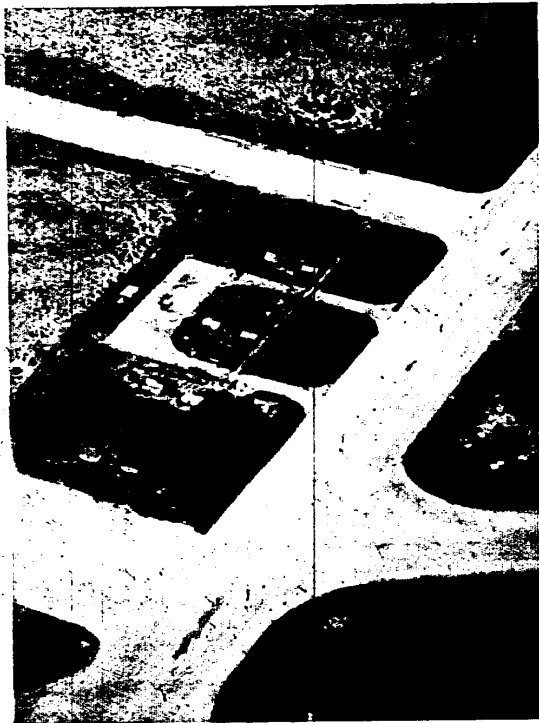


FIGURE 14. FUEL-LOADING FACILITY

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ure 16). A fenced area containing two vented bunkers is located at the SW end of the taxiway on the South side of Runway Number One (Figure 17). An ammunition storage area located between Runways one and two appears abandoned.

GENERAL. Six warehouses, each 190 by 50 feet, are located South of Runway One and adjacent to the administrative and support area (Figure 18). Five of the buildings are ridge-roofed and one is flat-roofed. This area was originally rail-served but the SW extension of Runway One has apparently led to the destruction of a section of the track and roadbed.



FIGURE 15. FUEL STORAGE, UNDER CONSTRUCTION

25X1D

ELECTRONICS

Active radar, navigational aid and communications sites are annotated on Figures 19 and 20.

A large radar installation is located at the East end of Runway Two, adjacent to the taxiway. This site, as of [REDACTED] contains the following identifiable electronic equipment: TOKEN, SPOON REST, FLAT FACE, KNIFE REST, STONE CAKE and BAR LOCK radars. A Ground Control Approach radar is located on the South side of Runway One near the control tower. Two navigational aids are located directly SW, 1,500 and 14,000 feet from the end of the concrete section of Runway One.

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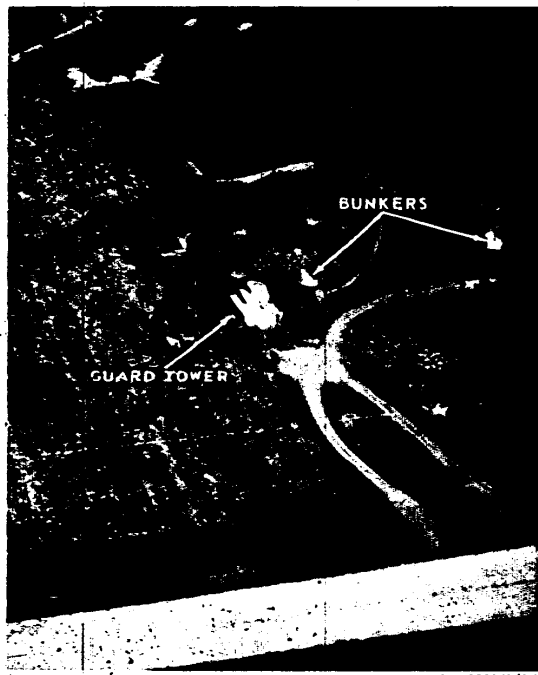


FIGURE 16. AMMUNITION BUNKERS

25X1D

DEFENSES

ANTI-AIRCRAFT ARTILLERY (AAA).

There are seven AAA sites dispersed in permanent revetted positions at strategic locations around the runways and taxiways but the number of guns occupying these sites varies. AAA sites are located at the SW and NE ends of Runway One adjacent to the overruns (Figure 21). Other sites are located at the NW end of Runway Two, NW of the intersection of Runways One, Two and Three; at the North end of Runway Three; at the South end of Runway Three; and midway between the West ends of Runways One and Two on the East side of the taxiway.

PERIMETER. Perimeter security is maintained by a fence. The main access point for vehicular traffic is through an opening at the South edge of the administrative and support area. This entrance is controlled by a guard house. The other vehicle entrance is on the West perimeter, and is also controlled by a guard house. Other breaks in the fence are found on the West perimeter allowing access between the hangar and the farm buildings located outside the perimeter. The perimeter fence has been removed at the end of Runway One's SW overrun.



FIGURE 17. VENTED STORAGE BUNKERS

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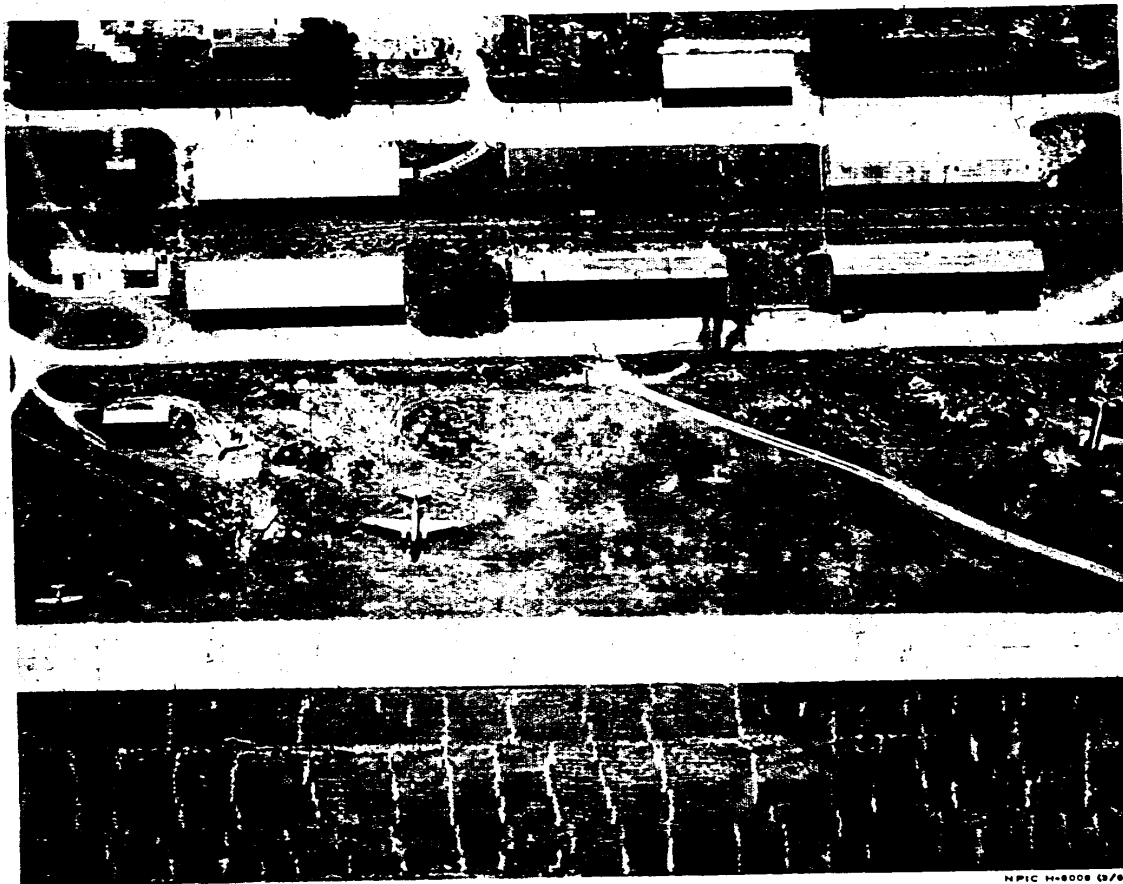


FIGURE 18. WAREHOUSES

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NPIC H-8008 (2/64)

INTERNAL. Internal security is maintained by secondary fences and guard towers. There are at least seven such towers located around the runways, taxiways, parking areas and support area. Visible ground defenses are restricted to seven short trenches dispersed throughout the area East of the support and administrative area, and South and East of Runway Three.

AIRCRAFT ACTIVITY

San Antonio de los Banos Airfield is primarily used by jet fighter aircraft including Fagot/Fresco and Fishbed, as well as liaison and transports. The number and type of aircraft has varied considerably during the months for which photography is available. Accurate counts cannot be compiled because of the 19 covered revetments.

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FIGURE 19. RADAR SITE 25X1D

NPIC H-8008 (3/64)

TRANSPORTATION

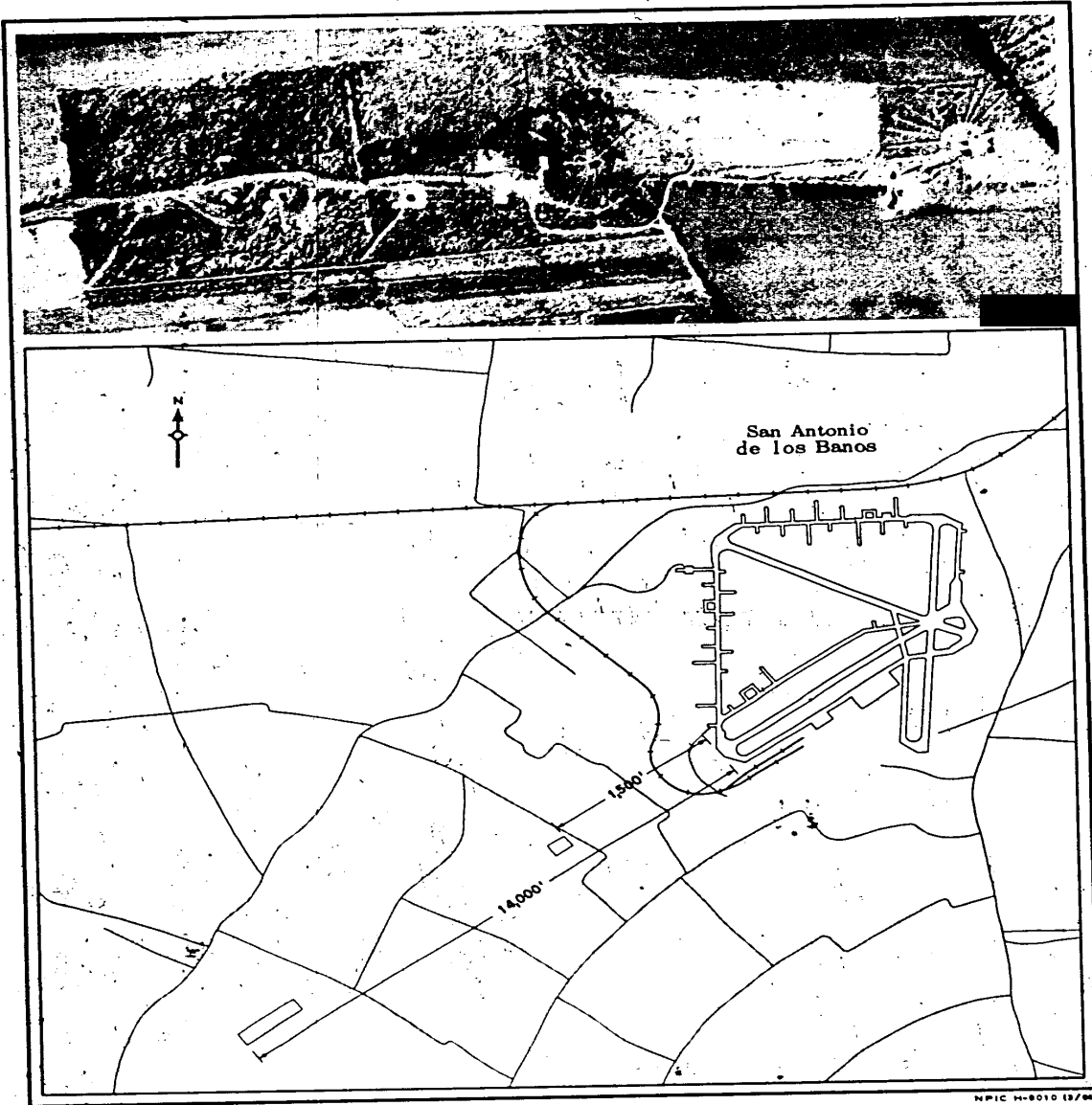
The airfield is served by hard-surfaced roads which connect the town of San Antonio de los Banos with Guira de Melena to the South, and with Alquizar to the SW.

The spur railroad line connecting the six main storage buildings on the South side of Runway One to the Guanajay-San Antonio de los Banos Railroad has apparently been abandoned.

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FIGURE 20. NAVIGATIONAL AIDS

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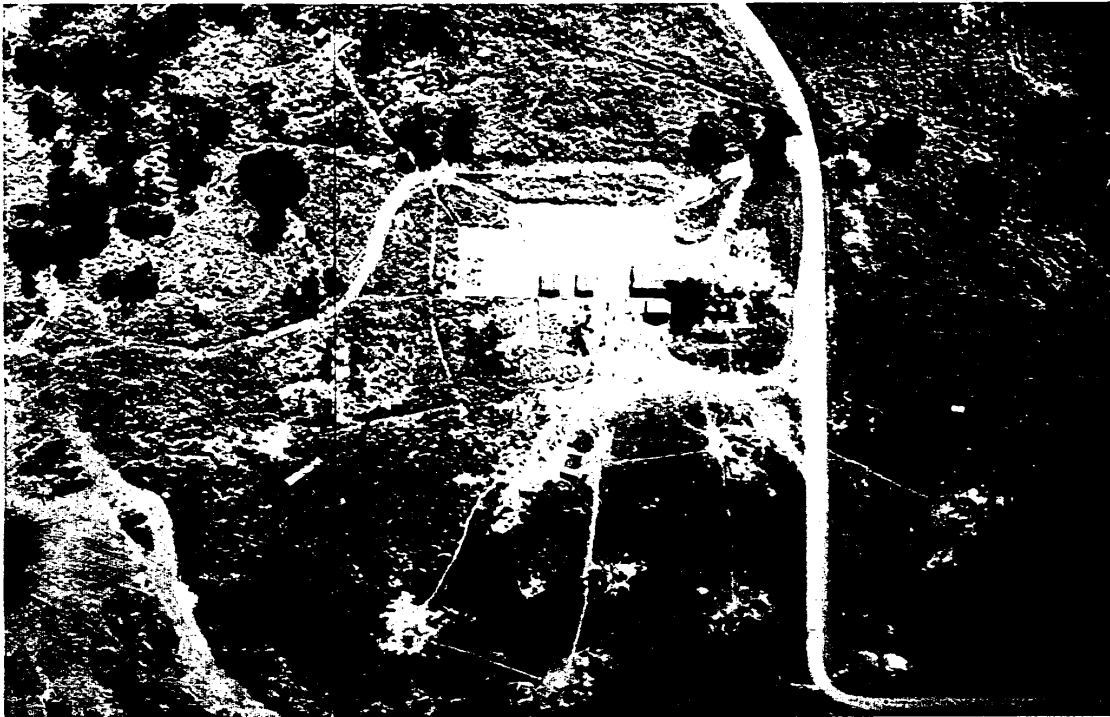


FIGURE 21. AAA SITE [REDACTED]

NPIC H-8011 (3/64)

REFERENCES 25X1D

PHOTOGRAPHY

25X1D

REQUIREMENT

DSP/277/63

NPIC PROJECT

C-1266/63

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